

Matson: St. Louis Post-Dispatch

Breaking rank on drug prices

POST 4.22.07

Republican Sen. Olympia Snowe staked out a position last week not just at odds with the Bush administration, but also to the left of Democratic Senate leaders.

Snowe supported requiring Medicare to negotiate the price of prescription drugs. The law that created the benefit in 2003 prohibits negotiations.

Her stance separates her from Democratic leaders on the Finance Committee and in the Senate who took a less aggressive approach in a key vote Wednesday.

In a compromise, the bill would have allowed the health secretary to negotiate – without requiring that he do so.

But Health Secretary Mike Leavitt said the government shouldn't negotiate and he urged opposition to the bill.

The Bush White House threatened to veto the measure – along with a tougher House version – by warning that the legislation “would impede competition and reduce convenience for beneficiaries.”

CRITICS FEAR IMPACT ON MEDICARE

The Senate failed to limit debate on the bill, essentially killing it for now. Snowe and fellow Maine Republican Sen. Susan Collins each supported the bill and the move to cut off debate in the 55-42 vote. But the total fell short of the 60 needed.

Snowe had argued that the Senate bill didn't go far enough. She proposed rival legislation to require negotiations in certain circumstances: when a drug is the only one available to treat a disorder; when the drug was created with substantial taxpayer funding for research and development, or when private insurers ask for help.

“How can you argue against the federal government getting the best price on single-source drugs?” Snowe asked after the vote.

The House, in one of its first orders of business this year, required negotiations. Members approved the bill Jan. 16 in a 255-170 vote, with Democratic Reps. Tom Allen and Mike Michaud voting in the majority.

The debate was hard to follow. Critics of the legislation made two contentions: that negotiations would fail to lower prices, and that lowering prices would



**BART
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WASHINGTON
POLITICS

keep drug makers from developing innovative medications.

The Congressional Budget Office issued an opinion Monday that found the legislation “would have a negligible effect on direct spending.”

Basically, the argument is that Medicare would achieve prices no lower than what private insurers have negotiated in plans that people have used for a couple of years. Giving discounts to 40 million Medicare recipients could prompt drug manufacturers to reduce discounts that Medicaid and veterans obtain – which would eliminate any overall savings to the federal government.

Sen. Charles Grassley, R-Iowa, also argued that the only way for the agency to negotiate would be to limit the drugs available under Medicare, the same way that the Department of Veterans Affairs does. Grassley said the VA provides only 23 percent as many drugs as Medicare – which supporters of negotiation disputed.

SNOWE DECRIES ‘RED HERRINGS’

“I think this bill is a Trojan horse,” Grassley said on the Senate floor Tuesday. “It is dressed up as a do-nothing message bill. But before the week is out, we are going to look inside that horse and see all the bad that would be waiting to hurt beneficiaries.”

Sitting next to Grassley in the Senate press gallery after the vote, Jon Kyl, R-Ariz., worried about hurting drug makers.

“Do you want legislation that bankrupts drug companies?” Kyl asked. “In the not-too-distant future, some family relative of yours is going to need a breakthrough drug, and they're going to be darn happy that somebody had the money to pay scientists to invent it and it's going to be there for us.”

But a few minutes later, Snowe disagreed with her colleagues, noting that her version of the bill explicitly prevented limiting drug availability.

“I call those red herrings,”

Snowe said. “They're raising the specter of more extreme arguments.”

If Medicare couldn't lower prices, manufacturers would have no reason to oppose the bill. But the legislation prompted a significant advertising war between the industry group for drug makers, Pharmaceutical Research and Manufacturers of America, and an advocacy group for the elderly, AARP.

“To me, it just poisons the well,” said Minority Whip Trent Lott, R-Miss., who opposed negotiations.

Rising drug costs shadowed the debate. The same day as the Senate vote, the consumer advocacy group Families USA released a study showing that the price of the 15 most popular drugs under Medicare rose 9.2 percent over the last year.

‘DRUG PRICES SKYROCKETED’

For example, a year's supply of anti-inflammatory Celebrex in 200-milligram doses now costs \$1,033 – up from \$946 in 2006 – and the price of a year's supply of cholesterol-lowering Lipitor in 10-milligram doses rose from \$785 to \$857.

Meanwhile, the VA got lower prices through negotiations. The lowest VA price for Celebrex was \$632 and Lipitor \$520, according to the study.

“Contrary to promises made by the administration, Medicare Part D drug prices skyrocketed last year,” announced Ron Pollack, the group's executive director.

Backers of price negotiation said they would keep pushing for votes. Senate support for the legislation has grown in recent years from 49-51 to 54-55.

The latest vote could have reached 58. Majority Leader Harry Reid, D-Nev., who supports the measure, changed his vote to “no” in a parliamentary maneuver to be able to call up the legislation again. Tim Johnson, D-S.D., and John McCain, R-Ariz., each missed the vote.

An open question is how many more votes might change. Snowe said two or three Republicans could still be persuaded to support her bill.

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Citizens should feel free to report suspicions

On March 27, an amendment to a House bill (HR 1401, the Rail and Public Transportation Security Act) was introduced by Rep. Peter King, R-N.Y., to provide immunity from lawsuits to American citizens who exercise their civil and moral right to report suspicious behavior to the proper authorities.

This arises from the case of six imams who were removed from a flight last November, after many fellow passengers reported several instances of odd and troubling behavior.

The imams, with the help of the Council on American-Islamic Relations, planned to sue US Airways and the "John Doe" passengers who reported their suspicious activities.

This lawsuit is clearly an intimidation campaign to silence us and it is very, very disturbing.

Thankfully, the House measure passed 304-121. However, the 121 members who voted against it were (surprise) *all* Democrats, including our two Maine representatives.

Perhaps Mr. Allen and Mr. Michaud would like to explain to the good people of Maine why they chose to deny this protection to Americans doing what we have been asked to

do since 9/11 – be vigilant and report suspicious behavior to the proper authorities.

Would they prefer that we John Does face costly litigation and even worse – fear for our personal safety once our identities is revealed? Or, would they prefer that we be silenced due to our fear, and our silence results in a terrorist attack? I anxiously await their response.

PPH 4-23-07

Beth Byrne
Steep Falls

Senate majority leader: War is lost

BY ANNE FLAHERTY
THE ASSOCIATED PRESS

BT
4/24/07

WASHINGTON — Senate Majority Leader Harry Reid said Thursday the war in Iraq is “lost,” triggering an angry backlash by Republicans who said the top Democrat had turned his back on the troops.

The bleak assessment — the most pointed yet from Reid — came as the House voted 215-199 to uphold legislation ordering troops out of Iraq next year.

Reps. Michael Michaud and Tom Allen, D-Maine, voted in favor of the measure.

Reid said he told Bush on Wednesday that he thought the war could not be won through military force and only through political, economic and diplomatic means.



Reid

“I believe myself that the secretary of state, secretary of defense and — you have to make your own decisions as to what the president knows — [know] this war is lost and the surge is not accomplishing anything as indicated by the extreme violence in Iraq yesterday,” said Reid, D-Nev.

Republicans pounced on the comment as evidence, they said, that Democrats do not support the troops.

“I can’t begin to imagine how our troops in the field, who are risking their lives every day, are going to react when they get back to base and hear that the Democrat leader of the United States Senate has declared the war is lost,” said Senate GOP leader Mitch McConnell, R-Ky.

The exchange came before the House voted to endorse legislation it passed last month that would fund the war in Iraq but require combat missions to end by September 2008. The Senate passed similar, less-sweeping legislation that would set a nonbinding goal of bringing combat troops home by March 31, 2008. Bush said he would veto either measure and warned that troops are being harmed by Congress’ failure to deliver the funds quickly.

The Pentagon says it has enough money to pay for the Iraq war through June. The Army is taking “prudent measures” aimed at ensuring that delays in the bill financing the war do not harm troop readiness, according to instructions sent to Army commanders and budget officials April 14.

While \$70 billion that Congress provided in September for military operations in Iraq and Afghanistan has mostly run out, the Army has told department officials to slow the purchase of nonessential repair parts and other supplies, restrict the use of government charge cards, and limit travel.

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Sen. Collins has shown thoughtful approach

Just who is Debra Whitehouse trying to fool (letter, April 12)? Public records show Whitehouse is a Democrat who financially supported Howard Dean for president in 2004. It's highly unlikely that she would ever support Susan Collins and when Whitehouse says, "We voted for Collins." I am certain that she's referring to Mainers — Whitehouse excluded.

As evidenced by the barrage of deceitful TV ads out-of-state groups are running against Collins, the fringe liberals clearly have their sights set on Collins. Whitehouse has torn a page from her party's playbook and is getting her digs in against Collins.

Frequent visits to Iraq have forged Collins' approach to recent war-related legislation. Collins opposed the troop surge in Baghdad as a result of her conversations with military leaders in Baghdad during her December 2006 visit. At the same time, Collins understands that any timetable for troop withdrawal would embolden terrorists and place higher risks on the lives of American soldiers and peaceful Iraqi citizens.

Collins takes a highly thoughtful approach in Washington that is well-respected in Maine and nationally. Whitehouse is right about one thing though — Collins' "votes in Washington speak louder than her words." During her 10 years in the U.S. Senate, Collins has not missed a single vote; she makes every one count.

In the interest of full disclosure, I am the state chairman of the Maine Republican Party and a proud, strong supporter of Susan Collins since 1994.

Mark J. Ellis
Augusta

Shame on group that is attacking Sen. Collins

KS 20 APR 07

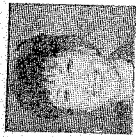
I am shocked at what the out-of-state organization, Americans United for Change, is playing on Maine televisions. It seems like the 2008 U.S. Senate campaign has sprung to life with a truth-twisting attack ad against our Sen. Susan Collins. This ad uses video of our troops being injured for the political gain of this special interest group. Shame on them.

Sen. Collins has always taken a bipartisan approach to solving this country's problems and the war in Iraq is no different. She has always voted alongside members of both parties to do what is right for our country. This out-of-state special interest group should stop telling us what to think about our senator.

*Andrew Worcester
Augusta*

Preserving Maine's Forests and Open Spaces

B/R 4/19/07



The people of Maine have always been faithful stewards of the forest because we understand its tremendous value to our economy and to our way of life. From the vast tracts of undeveloped land in the north to the small woodlots in the south, forest land has helped to shape the character of our entire state.

While our commitment to stewardship has preserved the forest for generations, a threat to Maine's working landscape requires a fresh approach. This threat is suburban sprawl, which has already consumed tens of thousands of acres of forest land in southern Maine. Sprawl occurs because the economic value of forest or farm land cannot compete with the value of developed land.

Sprawl threatens our environment and our quality of life. It destroys ecosystems, increasing the risk of flooding and other environmental hazards. It burdens the infrastructure of the affected communities, increases traffic on neighborhood streets, and leads to the fragmentation of woodlots, reducing the economic viability of the remaining working forests.

No state is immune from the dangers of sprawl. In Maine alone, suburban sprawl has already consumed tens of thousands of acres of forest and farm land. The problem is particularly acute in southern Maine where a 108 percent increase in urbanized land over the past two decades has resulted in the labeling of greater Portland as the "sprawl capital of the Northeast."

I am particularly alarmed by the amount of working forest and farm land and open space in southern

and coastal Maine that has given way to strip malls and cul-de-sacs. Once these forests, farms, and meadows are lost to development, they are lost forever.

Our state is trying to respond to this challenge. The people of Maine continue to contribute their time and money to preserve important lands and to support our State's 88 land trusts. It is time for the federal government to help support these state and community-based efforts.

For these reasons, I have introduced the Suburban and Community Forestry and Open Space Program Act. This bill, which was drafted with the advice of land owners and conservation groups, establishes a \$50 million grant program within the U.S. Forest Service to support locally driven land conservation projects that preserve working forests. Local government and nonprofit organizations would compete for funds to purchase land or access to land to protect working landscapes threatened by development.

Projects funded under this initiative must be targeted at lands located in parts of the country that are threatened by sprawl. In addition, my bill requires that federal grant funds be matched dollar-for-dollar by state, local, or private resources.

Rather than preserving our working forests, farmland and open spaces by zoning or other government regulation, this program would provide resources to allow a landowner who wishes to keep his or her land as a working woodlot to do so.

My legislation also protects the rights of property owners with the

inclusion of a "willing-seller" provision, which requires the consent of a landowner if a parcel of land is to participate in the program.

The \$50 million that would be authorized by my bill would help achieve stewardship objectives:

First, this bill would help prevent forest fragmentation and preserve working forests, helping to maintain the supply of timber that fuels Maine's most significant industry.

Second, these resources would be a valuable tool for communities

that are struggling to manage growth and prevent sprawl.

Third, the bill would help to preserve open space and family farms.

Currently, if the town of Gorham, Maine, or another community trying to cope with the effects of sprawl turned to the federal government for assistance, none would be found. My bill will change that by making the federal government an active partner in preserving forest and farm land and managing

Let's Go Tidal, In Our Backyard

Maine has the largest coastline on the east coast. The state would be a perfect place for capturing tidal power - with over 20 sites that have been identified as potential locations for tidal power development.

One tidal dam I just learned about in Northern France, provides power for over 240,000 homes and businesses. Over the past 80 years the dam has saved taxpayers over \$1.2 million in energy costs. But we wouldn't necessarily need to build a big dam like that one to capture tidal power. There is now new technology that can be used that does not require dams to be built so rivers won't be blocked and cause environmental damage to estuaries.

Much of our pollution problem on this earth has to do with things like oil spills and pollution caused by burning coal. Burning fossil fuels like coal, oil and gas cause global warming. We can reduce these problems by making a change to tidal power. By not burning coal

or oil, our air pollution will clear up. That's very beneficial; with less air pollution we'll have cleaner air to breathe. That will help reduce the number of people suffering from respiratory disease.

So, I think tidal power is the way to go. Don't you want to consider water power as a safe and renewable energy source? I do! We need to find some sort of renewable energy like tidal power because fossil fuels are causing global warming. Lets imagine a cleaner earth with safer energy sources for our future.

This column was written by Abby, a student at King Middle School in Portland. In our Back Yard is a column of the Maine Department of Environmental Protection. E-mail your environmental questions to infodep@state.me.us or send them to In Our Back Yard, Maine DEP, 17 State House Station, Augusta, ME 04333. We'll answer them periodically in this column.

Down go trees,

FREEPORT (AP) — Mainers like to boast that they live in the nation's most heavily forested state, but residents paid a heavy price for that distinction when a deadly nor'easter whipped the coast with winds gusting to 81 mph.

Thousands of those trees were knocked over, the prime cause of power outages for more than 125,000 homes and businesses at the storm's peak Monday.

By Friday, utility crews from as far away as Nova Scotia and Pennsylvania were converging on the last pockets of homes still in the dark.

Tom Shanks, a line worker from Nova Scotia Power, marveled at the size and volume of Maine's trees as two cutting crews used hydraulic saws to buzz through a pair of 75-foot-tall pipe trees, sending wood shavings floating down like snow.

"These are bigger trees than we have back home. We were down in Alfred and Sanford. The pine trees — they're humongous," Shanks said.

As the utility crews continued their work, the head of the Federal Emergency Management Agency came to Maine and visited hard-hit York County, parts of which received more than 8 inches of rain during the coastal storm.

FEMA Administrator David Paulison joined Gov. John Baldacci and Sens. Olympia Snowe and Susan Collins in Portland before traveling to Saco's Camp Ellis, where several homes were swept from their foundations and roads were washed out.

Paulison said he was impressed with how well emergency response personnel from federal, state and local levels worked together.

"It's obvious to me this system worked very well, as it's supposed to, unlike some things in the past that we won't mention," Paulison said in reference to the response to Hurricane Katrina in New Orleans in 2005.

Damage estimates for public roads, bridges and other infrastructure reached nearly \$30

The storm, described as the worst since the ice storm of 1998, overwhelmed Central Maine Power utility crews, who put out a call for assistance.

million on Friday, said Lynette Miller of the Maine Emergency Management Agency. That didn't include damage to private homes and property.

In Maine, the storm claimed the lives of a Sanford man who was overcome by fumes from his generator and of a Lebanon woman and her 4-year-old granddaughter from New Hampshire who were swept away while trying to cross a water-covered road.

The storm, described as the worst since the ice storm of 1998, overwhelmed Central Maine Power utility crews, who put out a call for assistance.

Massachusetts, Connecticut, New York, New Hampshire, Pennsylvania, New Brunswick and Nova Scotia, as well as other utilities in Maine, sent more than 600 line workers and tree cutters, more than doubling CMP's existing field workers.

Eighty-five percent of Maine is covered with trees. That amounts to 17 million acres of trees. With so many trees and 23,000 miles of power lines — mostly along roads — wind storms always create problems, said John Carroll, CMP spokesman.

Often, line workers had to wait for tree cutters to clear the way, and sometimes crews had to wait for washed-out roads to be repaired. Crews also had to replace nearly 325 broken utility poles.

By Friday afternoon, there were 3,300 homes and businesses, mostly in the service area surrounding Brunswick, without electricity. Utility crews hoped to have power restored for all but a couple hundred by

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out goes power



ASSOCIATED PRESS

Sen. Olympia Snowe, R-Maine, and Charlie Summers, of the Small Business Administration walk along a washed-out section of Surf Street on Friday in the Ferry Beach section of Saco.

Saturday morning.

On their fifth day without electricity, residents of a couple dozen homes here on the Sandy Pine Road in South Freeport shared the dubious distinction of being among the last Mainers to get electricity following the storm.

"It's a distinction I'd prefer not to have," said Mary Claire Murphy, who survived on peanut butter-and-honey sandwiches and heat from her fireplace.

Murphy was one of several residents who came outside to thank the utility crews, who've been working 17-hour shifts, for coming to Maine to help out.

Up the road, Andrew and Heather Dodge made the best of the situation — he described it as "camping except that you sit on upholstered furniture" — but they were ready to use their lights and use their kitchen instead of a camp stove.

With her husband away on a trip, Heather Dodge held down the fort with their three boys for two nights before giving up and heading to a motel for two nights. She eventually purchased a \$700 gas-powered generator and returned home.

"We're really excited" about getting the lights back on,

Heather Dodge said as the four utility trucks converged at the end of the street. Kevin Murphy, a utility worker from Halifax, Nova Scotia, said Mainers seemed to be coping quite well

with the storm's aftermath.

Then again, Mainers must be used to it. With so many trees, there's no getting around the occasional inconvenience of power outages.

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K5 4/20/07

The long haul

By BILL NEMITZ,
Blethen Maine Newspapers

CAMP NAVISTAR, Kuwait — The four Humvee “gun trucks” are all packed. The 45 tractor-trailer rigs, all driven by civilians, are lined up and ready to go.

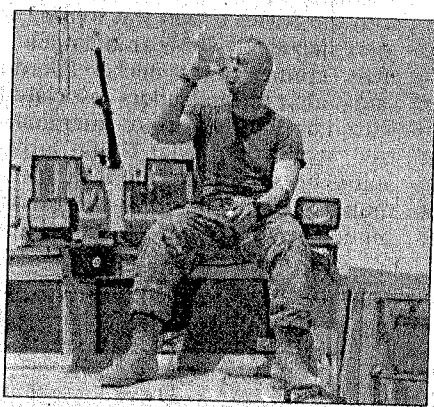
It's just after dark on Thursday. In a few minutes, this seemingly endless procession of men and machinery will snake out of a dusty lot, crawl across the nearby border to Iraq and roll toward Camp Cedar, a U.S. military transportation depot about 150 miles to the north.

It's called a “sustainment push,” so named because it propels everything — food, fuel, water, supplies — needed to keep Operation Iraqi Freedom running day after day after day.

Getting it there safely is the job of the 1-121 Field Artillery Battalion's Alpha Company, which includes 77 soldiers from the Maine Army National Guard.

Through the night, the four Humvees, each carrying three soldiers, will travel at the front, the rear and at two points in the middle of the convoy.

They'll protect the lumbering “white trucks” (so named for their mostly white cabs) from insurgent attacks along Highway Tampa — the main



Blethen Maine Newspapers photo by Shawn Patrick Ouellette

HYDRATE: Spc. Austin Wing of Richmond drinks water Friday as he waits for the convoy to start from Camp Cedar in Iraq on its way to Camp Navistar in Kuwait.

supply route into Iraq. They'll also keep an eye out for hijackers, who plot not to destroy the trucks and their cargo, but rather to steal them.

“The hijackers will wait for a spot in the convoy where a gun truck's not in sight and they'll slip up to the truck,” explains Spc. Arthur Wing, 19, of Richmond. “They'll smash the window and

put an AK-47 to the driver, pull him out and grab the truck.”

Standing next to Wing, Spc. Hugh Goodfellow, 20, of West Bath, nods.

“Then what they'll do is take these trucks and turn them back to us,” Goodfellow says. “And they'll get the reward money for doing that. I've heard it can be as much as forty grand.”

Unlike other convoy-security details that can last one, two even three weeks at a time, this one's a piece of cake: Three or four hours up, one or two hours dropping off the northbound convoy and picking up a southbound one, then three or four hours back to the safety of Camp Navistar. “Something blows up, hopefully it hits one of those trucks, not us,” says Wing, 19, who this time last year was preparing to graduate from Gardiner High School. “That's the sad truth.”

It is, after nine months here, part of the daily grind for these Mainers who have begun counting the days — “What are we at, 89 or 88?” Wing asks Goodfellow — before they'll board an airliner and bid this godforsaken desert farewell.

But as daily grinds go, this one can

PLEASE SEE CONVOY A10

Convoy

from Al

be anything but routine. Maybe the 12 soldiers in this security detail will get back here before the sun comes up.

And maybe they won't.

HEADING OUT

The convoy pulls out just before 9 p.m.

Goodfellow is behind the wheel of the lead Humvee. Wing is in the gun turret. Sgt. Randy Bowen, 44, of Calais sits in the front passenger seat — as truck commander, he'll handle all communications with the other Humvees.

All three soldiers will keep a close eye on the road ahead, looking for anything out of the ordinary that might betray an insurgent's IED (improvised explosive device). Between here and Camp Cedar, two IED's have been found and destroyed by detonation teams in the last 24 hours.

But truth be told, as they roll north, the soldiers know they're at fate's mercy.

"They say keep an eye out for IED's," says Wing. "But you're not going to see it. If you see it, it's not an IED, you know what I mean? These guys are not stupid."

Goodfellow puts it more succinctly. "They're hidden," he says.

Clearing the border, Goodfellow nudges the Humvee to 10 mph, then 20, then 30 . . . until the entire convoy reaches its 55 mph cruising speed along the six-lane, divided highway.

It's still widely remembered as the "Highway of Death," along which scores of Iraqi soldiers were killed escaping from coalition forces in Kuwait during Operation Desert Storm in 1991.

But these days, with countless convoys ferrying troops, equipment and supplies into and out of the four-year-old war zone, it's been renamed the "Highway to Hell."

It is, even on a good day, a two-way free-for-all.

If there's slow-moving traffic ahead, a northbound convoy might cross over and use the southbound lane — and vice-versa. It's not uncommon for convoys, some two or three miles long, to pass in opposite directions on the same side.

Even the handful of civilian motorists who venture out here at night know the rules of the road — a euphemism if ever there was one.

"We call it the 'Open Door Policy,'" Bowen explains. "If (individual drivers) want to pass us northbound, they have to do it in the south bound lane."

Little wonder that almost all of the guardrails are missing. And most of the metal posts that once supported them are either bent to the ground or broken off completely.

TROUBLE UP AHEAD

All is going well as the convoy clears the Iraqi border town of Safwan and cuts a swath of light — white to the north and red to

the south — through the desert darkness.

But then, about 40 miles into the trip, a call comes from the rear Humvee to 2nd Lt. Rommel Ferrer, a national guardsman from Nevada, who commands the convoy from the third gun truck.

"Yeah, we have a truck that's swerving all over the place," reports Sgt. Jeremy Cote of Lewiston from the rear Humvee. "I don't know why he's doing it, but I'm going to keep an eye on him — if it gets worse, I'll let you know."

It gets worse. The rear gun truck speeds ahead so its gunner, Pfc. David Sweatt of Rumford, can take a look. But the swerving tractor-trailer almost hits the Humvee.

"I don't know what's wrong with him, if he's drunk or something," reports Cote. "But he's not going straight at all. Whoa! He just almost hit the truck in front of him!"

With that, Ferrer orders the entire convoy to a halt — something no soldier likes to do in a place where danger can lurk anywhere. It turns out the driver, a newcomer from the Philippines, is having trouble with his brakes — and with his nerves.

"Man, I'm getting sick of babysitting these (expletive) people," Goodfellow mutters as he slows to a stop.

The convoy waits while a heavy-duty tow truck, operated by the Department of Defense contractor KBR, is summoned to haul the malfunctioning rig back to a holding lot. The anxious driver hitches a ride aboard another truck.

After a 40-minute delay, the lead Humvee starts rolling again. As unplanned stops go, this one wasn't bad.

But the next one is.

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Approaching a slower convoy also headed north, Bowen radios back for permission to take the next crossover and pass it in the southbound lane.

Ferrer says go ahead.

A break in the median appears — tight but doable. Goodfellow veers to the left and guides his Humvee through it and one by one, the big rigs follow. But unknown to anyone, the passage contains a few guardrail posts broken off at ground level. By the time the convoy completes the cross-over, three tractor-trailers have flat tires.

"Stop the convoy! Stop the convoy!" orders Ferrer.

Obscenities fly over the lead Humvee's intercom. Flat tires can take time — lots of time — to fix.

It's going to be a long night.

Sitting in the warm, night air, sweating under their Kevlar helmets and 55-pound armor-plated vests, the soldiers wait while the slow-motion pit stop plays out dozens of trucks behind them.

Another northbound convoy roars by in the southbound lane, kicking up blinding dust as it passes. Two southbound civilian vehicles go by in the northbound lane — Bowen notes that one has a casket on its roof.

"It's pretty common around here," says Goodfellow. "You see cars rolling down the road with a casket on top — I keep waiting

ABOUT THIS SERIES

The Portland Press
Herald/Maine Sunday
Telegram columnist Bill
Nemitz and photographer
Shawn Patrick Ouellette are
providing coverage through
Wednesday of Mainers serv-
ing in Iraq.

for the day one of them falls off."

The delay drags on — one hour, two, three. Two flats have been fixed, but according to the radio traffic, they're having trouble finding a good tire the same size as the third and last one.

A suitable spare is finally located aboard another truck, but its driver is reluctant to give it up. The crew from the second Humvee persuades him — in no uncertain terms — that it's not up to him.

Up at the front of the convoy, Wing and Goodfellow have broken out the MRE's (meals ready to eat) in search of a midnight snack.

They talk about the Teenage Mutant Ninja Turtles — trying to decide which one reminds them most of Alpha Company's widely respected Chief Warrant Officer David Cheney of Castle Hill.

"Shredder," proclaims Goodfellow. "Chief is like the Shredder. He doesn't just send his guys in — he gets in there himself and (expletive) stuff up."

"You're right," Wing agrees. "Chief's the Shredder."

More time passes. More progress reports flow through the headphones. More idle chatter between a pair of boys-turned-men.

"I just decided I probably should have joined the Air Force," says Wing, who headed for Army basic training right out of high school. "I should have 'crossed into the blue' instead of 'being all I can be.'"

Goodfellow chuckles. Take away the sand, the weapons and the body armor and this could be a northern Maine camping trip.

"People don't see this (expletive)," says Wing. "They see all the things getting blown up in Iraq, but they don't see this."

ENOUGH OF THIS

Finally, mercifully, the order comes to start rolling again. The convoy is still only about halfway to Camp Cedar — mile after hypnotic mile of uninterrupted desert still awaits.

But they make it without further trouble. The eastern sky is growing light as the lead Humvee winds its way down the serpentine lane leading to Camp Cedar's main gate. It's just after 5 a.m.

"At last," sighs a weary voice on the truck intercom. The tractor-trailers go one way, the security detail another.

The soldiers' first order of business: breakfast at the camp's already bustling dining facility.

From there, they head en masse for an empty tent — one of dozens set up in perfect rows that houses an equally symmetric arrangement of bunk beds.

The bleary-eyed soldiers shuffle in — some with overnight gear, some not. Without a word, they fan out and each claims a

AN END IS NEAR

The return trip passes uneventfully — save the minutes-old, non-convoy tractor-trailer rollover in the opposite lane ... the truck in this convoy that locks its brakes during a slow-down and, tires smoking, avoids hitting the rig in front of it by mere inches ... the dozens of flies that fill the Humvees — and stay there — whenever the procession slows below 25 mph.

But at long last, the border is in sight. Passing through the gauntlet of gates into Camp Navistar, the Humvees peel away from the tractor-trailers one last time and head back to their staging area.

The trip that was supposed to last about eight hours has taken almost a full night and day. Some of these soldiers could be back on the road 12 hours from now — most will certainly go back out in the next day or so.

But everyone is safe. Nothing blew up but a few tires. One more mission down and how many to go?

Standing in his gunner's turret in the second Humvee, Spc. Jeffrey Atwood of Anson strips off his heavy body armor. His olive T-shirt, soaked through with sweat, sticks to his skin.

Free at last.

"This," Atwood says, holding up the vest with a broad smile, "is the best part of the whole trip."

bunk.

In less than five minutes, the tent is silent.

Five hours later, the soldiers roll out of bed, step out into the blinding, late-Friday-morning sun and wait for word on what's next.

There's talk of having to link up with another armored unit that's bound for Camp Navistar but is currently stalled 75 miles to the north — an IED hit a munitions truck the night before and the road south is closed while the fire burns itself out.

Waiting for that unit could mean not getting out of here until after dark. But 1st Lt. John Gates of Topsham, who's Alpha Company's second in command and has helped fill in on this convoy as a driver, makes a few calls and ... problem solved.

"We'll get ready to roll in about 30, maybe 40 minutes," Gates tells the relieved detail.

It's another 45-truck escort — this time through daylight.

Along the way, Iraqi men, woman and, most of all, children run toward the side of the highway when they see the trucks coming. Some wave. Others hold out their hands in silent pleas for an MRE, a bottle of water, anything. "We tell (the soldiers) not to throw them stuff because we're afraid the kids will get too close and get run over," says Gates, a former police officer who has two young children back home in Maine.

But the civilian truck drivers, most from impoverished countries themselves, go by different rules: Even as Gates speaks, a box of donations flies from the window of a tractor-trailer cab and lands at the feet of a young Iraqi woman. Smiling, she waves back in gratitude.

Political ad restrictions back in court

APR 4, 2007

A campaign law limiting broadcast advertising near an election will be heard by justices for a second time.

By BART JANSEN

Washington D.C. Correspondent

WASHINGTON — A fight about what sort of political broadcast advertising should be allowed near an election will be argued before the U.S. Supreme Court for a second time Wednesday.

At stake is a landmark campaign law that Sen. Olympia Snowe helped write to close a loophole in a century-old prohibition against corporate influence in elections.

The high court has upheld the law once, but a district court has created standards since then for judging which ads that name candidates might be acceptable under the law.

An advocacy group, Wisconsin Right to Life, forced adoption of the standards by challenging the law as an unconstitutional prohibition against lobbying Congress on issues such as judicial filibusters and abortion. Supporters included the American Civil Liberties Union, the National Rifle Association, the U.S. Chamber of Commerce and the AFL-CIO.

The law's defenders, who include a Colby College professor, contend it simply reaffirms a 1907 prohibition against corporate influence on political campaigns. The law allows advocates to advertise if they don't name a candidate or if they say who paid for the ads.

The case is about the 2002 Bipartisan Campaign Reform Act, the most significant campaign reform since laws enacted following the Watergate scandal a generation ago.

The law abolished unlimited contributions from corporations and unions to political groups that couldn't be spent on actually urg-

ADS

Continued from Page B1

ing support or opposition for a candidate. So-called "soft money" totaled \$500 million in 2000.

Snowe's addition to the law prevented such groups from naming federal candidates in the month before a primary or two months before a general election.

The goal was to get rid of sham ads that criticize a candidate yet only urge viewers to contact a lawmaker, rather than vote against the candidate.

In contrast, ads paid by campaigns or political action committees must declare who gave them money and, in exchange, can urge support or opposition.

"The very purpose of the restrictions is to ensure that election advocacy is funded by an organization's members and reflects their willingness to contribute to such advocacy — not the greater resources that can be amassed by corporations," wrote Seth Waxman, a former solicitor general representing

the law's defenders.

Wisconsin Right to Life sought to air ads in 2004 that criticized lawmakers blocking the confirmation of federal judges and urged viewers to contact Sen. Russ Feingold, D-Wis. The group had a political action committee and named Feingold's defeat a top priority.

However, the corporation, through Indiana lawyer James Bopp, argued that it should be allowed to air lobbying ads without violating the campaign law. Numerous advocacy groups sought court instructions for what advertising might be allowed, so that they didn't have to challenge the law every time they wanted to advertise.

"A clearly defined safe harbor solves both problems," wrote Steven Shapiro, a lawyer for the American Civil Liberties Union. "By minimizing the chilling effect on speakers, it also reduces the need for litigation in the vast majority of cases."

The U.S. District Court for the District of Columbia didn't allow the filibuster ads in 2004. But after the Supreme Court sent the case back, the lower court developed rules defining what

would be acceptable.

Acceptable ads scrutinize legislation or a candidate's voting record without urging support or opposition — or even mentioning that the target is a candidate.

"Without robust political debate, the people cannot govern themselves effectively," said Senate Minority Leader Mitch McConnell, R-Ky., who opposed the law and challenged it at the Supreme Court.

Defenders of the law criticized that approach as gutting the reform law and threatened to reopen the loophole that Congress had closed for corporate and union advertising.

"As is obvious from the timing, content and context of WRTL's ads, they were designed to influence Sen. Feingold's bid for reelection and, if permitted to air, would likely have had just that effect," argued Anthony Corrado, a government professor at Colby College who studies campaign finance.

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GOP fractured, conservative argues

PPH 4.23.07

Scott Fish, who runs an online forum about Maine politics, asks: 'Is there a Republican Party?'

By SUSAN M. COVER
Blethen Maine Newspapers

AUGUSTA — The way Scott Fish sees it, there are three — sometimes four — branches of the Maine Republican Party: the House Republicans, the Senate Republicans, the state party and, when the GOP controls the governor's office, the executive branch.

Fish, a Dixmont conservative who runs an online forum where fellow believers rant, rave and occasionally praise elected officials, said the party is fractured. "The question the Republican Party needs to ask itself is: Is there a Republican Party?" said

Fish, who worked for Republicans in the State House in the 1990s.

Joe Bruno's resignation as party chairman last week has some asking questions where the party is headed. Republicans haven't ruled the House of Representatives in more than 30 years, haven't had a firm Senate majority since 1996 and haven't reclaimed the Blaine House since Gov. John McKernan left office in 1995.

Bruno said he left the volunteer position after only five months partly because he needed to spend more time at work. However, he also said he failed to unify the party and didn't feel included in decisions made by elected officials at the State House.

Party Executive Director Julie O'Brien said Bruno took over at

a time when the party was still reeling from November election losses.

Democrats held on to the Senate, widened their margin of power in the House and helped Democratic Gov. John Baldacci defeat four opponents by a comfortable margin.

"(Bruno) came on the heels of an election that was not good for Republicans," O'Brien said. "There's a lot of dialogue about where to put the blame. Why did we lose so badly in this election?"

The answer varies. Theories include backlash from an unpopular war and an unpopular president, and lack of a consistent message from Republican candidates.

It wasn't always this way.

With few exceptions, Republicans ruled the Legislature from

1860 to the early 1970s. Democrats took over the House in 1974, but Republicans held the Senate for another nine years.

Augusta resident Harold L. Jones, who served as party treasurer from 1967 to 1972, and later as chairman, said Republicans in Maine took a big hit during the Watergate era.

Republicans today face a similar type of fallout from national politics with the war in Iraq, health care debates and controversial immigration policy, he said.

Mostly, Jones wants the state to have a vital two-party system, in which neither major party holds all the power.

"I think change in control is good," he said.

Could that change come in 2008?

U.S. Sen. Susan Collins, R-

Maine, probably will bring a large number of Republican voters to the polls, but Democrats surely will come out to vote, too, in hopes of knocking Collins out of her seat.

Either way, Jones said, top-of-the-ticket races don't usually help in legislative races.

"Coattails don't transition to lower candidates," he said.

Maine Republicans will have to find a way past the hard feelings caused by President Bush if they are going to be successful, said Sen. Peter Mills, R-Cornville.

"They are frustrated because the national administration has sent the party into the doldrums," he said.

That also makes it harder to recruit good candidates for House and Senate races, where the person is often more important than the party.

Public life grows ever-more harsh and thankless

Perhaps a former House leader should know better, but who can blame him?

■ **W**hen the former Maine House minority leader says he resigned as Republican Party chairman because it's a "thankless" job, one is tempted to ask a question: ■ What did you expect?

Joe Bruno, who served in the Maine House for 10 years and left as the Republican leader there in 2004, took on the job of GOP chairman five months ago.

He seemed a perfect choice for the position. Bruno is a passionate politician who, though at times a bit gruff, is well-liked and respected among politicians of all kinds in Maine.

His feisty side seemed particularly well-matched for the party chairmanship. As a party stalwart not standing for election, it's often the chairman who is left with the job of pointing out the shortcomings of the opposition.

But to the surprise of some, Bruno called it quits well before his two-year term expired.

"It's a thankless job," he told report-

ers. "You can't win. You're going to alienate some people. Some people aren't going to like you. There are some people who don't need that kind of grief, and I'm one of them."

It's true that Bruno should have known this would be a tough assignment. But his frustration speaks to a larger issue in public life here in Maine and across the country.

Even within one party, our politics and public debate have grown unnecessarily personal and hostile. We don't have to like the ideas of people who disagree with us, but we don't have to dislike them as people.

Usually, people see the world differently not because they are evil or flawed, but because they've had a different set of experiences and are of a different nature.

Sure, people like Bruno care passionately about issues, but that should make them better people in our eyes, not worse.

PPH 4.23.07

Cheaper power bills? Not quite

PPH 4.21.07

Consumers have failed to see savings in Maine and other states that opted for electric deregulation.

By RYAN KEITH
The Associated Press

BENTON, Ill. — This wasn't supposed to happen with deregulation. Electric bills were supposed to go down. Instead, Ellie Dorchincez can almost see the dollars evaporating every time she turns on the lights or opens the freezer at her small Farm Fresh grocery store.

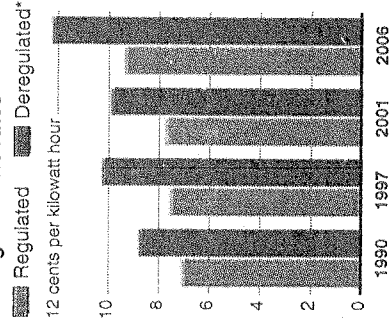
Her electric bill, which used to be about \$800 a month, has jumped to \$1,800. She's shut down a large freezer of frozen

Imbalance of power

In the District of Columbia and the 16 states where electricity was deregulated, rates were 30 percent higher in 2006 than in other states. That gap grew from 24 percent in 1990.

SOURCE:
AP analysis of
Department of Energy data

Average electric rates



NOTE: Data for each category calculated from statewide averages

* Arizona, Connecticut, Washington, D.C., Delaware, Illinois, Massachusetts, Maryland, Maine, Michigan, Montana, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Texas

treats and now closes the store an hour early to cut costs, but fears she still may have to raise prices and lay off some workers.

"I'm just trying to figure any way that I can right now to keep my business afloat," Dorchincez said. "My life is at stake here."

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RATES

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effect in Maine and other states, leading to sharply higher rates — 72 percent in Maryland, up to 50 percent in Illinois.

In Maine, rates have increased a more moderate 16 percent over six years, but all of it is due to double-digit jumps in each of the past two years.

Not one of the 16 states — plus the District of Columbia — that have pushed forward with deregulation since the late 1990s can call it a success. In fact, consumers in those states fared worse than residents in states that stuck with a policy of regulating their power industries.

An Associated Press analysis of federal data shows consumers in the 17 deregulated areas paid an average of 30 percent more for power in 2006 than their counterparts in regulated states. That's up from a 24 percent gap in 1990.

The idea was to move from a monopoly situation to robust competition for electric customers, with backers promising potentially lower rates in state after state.

"We are good at taking money out of people's pockets, but seldom can somebody rise on the floor and say we are going to save people billions over a specific course of time," Illinois state Sen. William Mahar, a lead proponent of electric deregulation, said when his chamber passed a deregulation bill in 1997.

But competition, especially for residential and small-business customers, rarely emerged.

Utilities say markets are still adjusting to many years of artificially low rates that drove potential competitors away.

Maine lawmakers to discuss curbs on deregulation

By DAVID SHARP
The Associated Press

Electric rates have grown rapidly over the past two years in Maine, prompting complaints and legislative proposals to roll back aspects of the state's decade-old deregulated system.

Maine's electric rates jumped nearly 10 percent in 2005 and again in 2006, according to the U.S. Department of Energy. But supporters argue the deregulation initiative has positive for the state, helping to reduce the gap between Maine's utility costs and the national average.

On Wednesday, the Maine Legislature's Utilities Commit-

tee will discuss several bills that would roll back Maine's deregulation law by varying degrees.

The proposals range from allowing the Maine PUC to negotiate for long-term capacity contracts, blunting the costs passed on by the operator of the New England power grid, to allowing utilities like Central Maine Power to get back into the power generation business.

Another bill would create a separate power agency for northern Maine with the goal of solving the problems in Aroostook County.

CMP, the state's largest utility, believes it's time to begin

in the last couple of years.

"We said back then it was a raw deal for consumers. We now know it was a raw deal for consumers," said Johanna Neumann of Maryland Public Interest Research Group.

But an industry official argues that such comparisons don't adequately show the peaks and valleys in rates during that time, and among individual states. And utility executives say that over the last decade, rates in deregulated and regulated states have generally increased at similar levels, thanks largely to sharp spikes in fuel costs - not deregulation.

John Shelk, president of the Electrical Power Supply Association trade group based in Washington, D.C., says all states have seen large rate increases in the last decade, largely because of the increased price of natural gas and building power plants. But years after many states deregulated, the rate gap

making some adjustments to an electric restructuring law that was created as something of a "public policy experiment," said spokesman John Carroll.

CMP is backing one of two proposals that would allow electricity delivery utilities to get back into the power generation business.

"We think there are aspects of deregulation that have not worked - or at least have not worked as advertised," Carroll said.

Maine's public advocate opposes efforts to let CMP and other utilities get back into the power generation business.

between those states and regulated states had widened even more, experts and consumer advocates say, because consumers left paying market prices - even though in many cases no competitive market existed.

"Now they're trying to come to grips with the reality that the market isn't working as well as they thought it would," said Ken Rose, a senior fellow with the Institute of Public Utilities at Michigan State University.

Shelk predicts the rate gap between deregulated and regulated states will shrink in the next few years when regulated states in the Southeast that rely heavily on coal-fueled power see prices soar due to environmental restrictions.

"It's so easy to focus only on the here and now ... and draw the wrong conclusions, which is 'Oh, gee, we're going to be better off regulating,' because we're not," Shelk said.

Maine's 1997 deregulation law required electric utilities to confine themselves to either power production or transmission and distribution.

Because Central Maine Power, Bangor Hydro-Electric Co. and Maine Public Service Co. were all relatively small, they chose to sell their power plants, which were snapped up at a premium. That allowed the utilities to pass savings onto consumers.

The idea was that electricity suppliers would compete and consumers would win. But Maine's small size failed to lure many competitors.

Since the changes went into

effect in 2000, electric rates in Maine dropped for several years before beginning to increase. Overall, rates grew 16 percent from 2000 to 2006.

One goal of electric deregulation was to remove from rate payers the risk associated with building and running plants, and it has been successful in that respect, said Eric Bryant, the public advocate's senior counsel.

The law also has helped bring Maine rates closer to the national average. In 1999, Maine electric rates were 60 percent higher than national average, and the figure dropped to 39 percent in 2006, Bryant said.

able - seniors, low-income households, working families.

Deregulation was sold to state decision-makers as a boon for everyone. The thinking was that by separating electricity generators from distributors and letting the market determine prices, competition would thrive and customers would benefit from better choices and lower rates.

Utilities say they're not to blame for higher rates.

Since they no longer produce their own power, the utilities in Illinois, for example, say they've simply passed on their higher purchasing costs to consumers, resulting in the higher rates.

The poster child of deregulation failure is California, which saw a combination of skyrocketing rates and service problems before scrapping the experiment. Some other states, such as Virginia, tried deregulation but rejected it after it didn't provide lower rates.

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Heated Iraq rhetoric won't fix what's wrong

Changing course in Iraq and keeping troops there are not mutually exclusive options.

An unfortunate and inflammatory choice of words about the war in Iraq by the leader of the U.S. Senate obscures a point that shouldn't be lost on anyone in Washington.

Senate Majority Leader Harry Reid said Thursday he told the president that "this war is lost and the surge is not accomplishing anything."

The use of the term "lost" raised the ire of Republicans, and no doubt made the president unhappy. But setting aside the headline-grabbing language, Reid has a point.

He told the president that our objective in Iraq – creating a stable regime that does not threaten the United States – can be achieved through political, diplomatic and economic means.

The numbing violence in Iraq is owed in large measure to a power struggle among rival factions, especially Sunni and Shiite Muslims. There remains, as well, an element in Iraq unhappy with the American military's presence there.

Reid's analysis of what it will take to achieve victory is valid, up to the point where he pursues an agenda of declaring defeat and withdrawing troops as a necessary step in the process.

Pursuing a solution in Iraq through political, diplomatic and economic means does not require that the United

States give up on using its military to keep the violence from getting still worse.

Rather than focus on the divisive issue of troop withdrawal verses escalation, a more productive dialogue in Washington would focus on what's likely to work.

It's a discussion that ought to begin with the acknowledgement that Iraq cannot be allowed to become a haven for terrorists bent on attacking the United States and its allies. If we leave and that happens, we'll just end up going back.

But the discussion also ought to acknowledge the need for the president to set aside his distaste for negotiating with the Syrians and Iranians. Like it or not, these neighboring countries have the power to greatly hinder or help our efforts in Iraq.

Changing course in Iraq in a productive way should not start with setting a timetable for withdrawing troops. In fact, U.S. bargaining power would likely be undermined with either the creation of a firm deadline for withdrawal or a target date.

But if the president wants to rebuild support for the Iraq mission at home and abroad, he's got to acknowledge mistakes and signal a genuine willingness to change course off the battlefield as well as on.

Saturday, April 21, 2007

PPH

Briefcase

House vote gives a say on CEOs' pay to shareholders

The House voted Friday to give shareholders at public corporations a voice in executive pay packages that typically equal 500 times the salaries of company workers.

The shareholder vote under the bill would be advisory only, but Democratic backers of this provision said that investors need a say when companies losing money or laying off workers are paying executives eight- and nine-figure salaries and retirement packages.

"This is not an aberration, and there is a hue and a cry from the American people across the American landscape that is saying something must be done," said Rep. David Scott, D-Ga.

The bill, which passed 269-134 and now goes to the Senate, was opposed by the White House and most Republicans.

"There is no justification for many of these pay packages," said Rep. Spencer Bachus, R-Ala., top Republican on the House Financial Services Committee. But "this is Congress beginning to intrude on corporations."

BlackBerry network outage caused by software change

After two days of silence about a lengthy outage in its BlackBerry e-mail service, the company that makes the addictive mobile device issued a jargon-laden update indicating that a minor software upgrade had crashed the system.

The statement from Research In Motion Ltd. said the outage from Tuesday evening into Wednesday morning was triggered by "the introduction of a new, non-critical system routine" designed to optimize the cache, or temporary memory, on the computer servers that run the BlackBerry network.

The failed upgrade apparently set off a domino effect of glitches, which the company referred to as "a compounding series of interaction errors between the system's operational database and cache."

The Canadian company said a "failover process" to switch to a backup system "did not fully perform to RIM's expectations."

The outage and the company's delayed, tight-lipped response to the situation have angered some.

"So far, all we have gotten from RIM are explanations fit for engineers, not customers," said Richard S. Levick of Levick Strategic Communications LLC.

Fishermen's safety net

"We can't lose sight of the potential. We have to protect fishing families for the time being so we can get through the tough times and catch fish again."

Craig Pendleton,
Saco fisherman



Staff photo by Gordon Chibroski

Craig Pendleton of Saco works on his gear Friday afternoon after a meeting with other fishermen about the groundfishing situation.

Aid plan aims to help them through slump

PPH 4-23-07

By **TOM BELL**
Staff Writer

With Maine's groundfishing industry facing an economic collapse, a legislative committee is pushing a \$10.5 million financial-aid package aimed at inducing fishermen to stay in business and keep landing their catch at Maine ports.

The proposal, which would pay out the money over a three-year period, effectively would lower the cost of ice, fuel, ground transportation and landing fees.

Although the money goes to fishermen, the package also would help onshore businesses, such as processors and ice vendors, by maintaining a supply of fish and customers, said Rep. Herb Adams, D-Portland, who co-chaired a committee that developed the plan.

"It keeps an historic Maine tradition alive until better days," he said.

Because of ever-tightening regulations aimed at restoring depleted fish stocks, groundfish landings in Maine have fallen

to levels that have not been seen in a century of record keeping. The Portland Fish Exchange is projected to land 5 million pounds this year, less than a third of what the exchange landed just three years ago.

Many Maine fishing boat owners in recent years either have quit fishing or have moved their boats to Massachusetts, where state law allows them to

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FISH

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land and sell lobsters that wind up in their nets. They are prohibited from landing lobsters in Maine.

From 2004 to 2005, the number of trips by Maine-based trawlers to the Bay State grew from 76 to 160, and the amount of seafood sold on those trips grew from \$1.6 million to \$3.8 million.

"It's fairly safe to say we are in a crisis situation," said George Lapointe, commissioner of the Maine Department of Marine Resources.

Fishermen this year never asked the Legislature for financial aid. Instead, they asked that they be allowed to land lobsters in Maine.

Facing intense opposition from the powerful Maine lobster industry, however, the Legislature's Marine Resources Committee last month unanimously rejected the proposal.

Afterward, a group of five legislators on the committee worked to develop the financial aid package. The full Marine Resources

Committee, which has approved the package unanimously in concept, will review the details Wednesday before sending it to the Legislature. The House and the Senate may vote on the bill next week. The package would do the following:

- Reimburse fishermen for the 15-cent handling fee they pay for every pound they land at the fish exchange.

- Reimburse them for ice they purchase from one the state's two remaining ice vendors.

- Reimburse fishermen in midcoast ports 5 cents a pound for the cost of transporting their catch by truck to the fish exchange.

- Exempt fishermen from paying a sales tax on diesel fuel. Lobstermen, though, still would pay the tax.

To qualify, a boat must land at least 90 percent of its catch in Maine. Boats registered out of state also would qualify if they land 90 percent of their catch in Maine.

Some fishermen are still upset that the Legislature rejected the lobster bill and note that it would have helped the fishing industry without costing taxpayers any

money. Still, the proposed aid package would make a big difference to fishermen, said Maggie Raymond of Associated Fisheries of Maine, an industry group that represents the interests of Maine fishermen who fish in offshore waters.

She said the package approximates the lobster bycatch revenue that fishermen receive at ports outside of Maine. Committee members, though, say the lobster issue has nothing to do with this proposal and that any financial comparison is coincidental.

Fishing stocks are rebounding and regulations should ease off in a few years, said Glen Libby, a Port Clyde draggerman who chairs the Midcoast Fishermen's Association. If fishermen and the land-shore businesses survive until then, the state will benefit from more jobs and increased tax revenue.

If fishermen lose their permits and the shore-side infrastructure collapses, however, Massachusetts ports will reap the bounty, leaving Maine on the sidelines, he predicted.

The aid package is needed, he said, "so that the state of Maine



LEARN MORE ONLINE:

- ▼ The governor of Massachusetts requests federal relief:
www.tinyurl.com/ypwk42
- ▼ Framework 42, the most recent changes in the Northeast Multispecies Fisheries Management Plan:
www.tinyurl.com/388zb4
- ▼ Massachusetts Division of Marine Fisheries
www.mass.gov/dfwele/dmf/

doesn't lose its access, so we have something besides lobstering to do up here."

Craig Pendleton, a Saco fisherman, said the fishing industry in Maine was once an "economic powerhouse" and that those days could return when stocks are rebuilt.

"We can't lose sight of the potential," he said. "We have to protect fishing families for the time being so we can get

through the tough times and catch fish again."

The fish exchange, the city-owned auction house, has cut back on its hours and staff and still expects lose \$250,000 this year, according to Tom Valteau, president of the exchange. Maine's active fishing fleet is down to around 100 to 115 boats, just a third of the size it was four years ago, he said.

Roger Fleming, a senior attorney with the Conservation Trust who has clashed with fishermen about regulatory issues, said he supports the aid package.

"It keeps the industry in place," he said, "but the longer-term solution is to make changes in fisheries management to help us bring the stocks back."

While the aid package is needed, there isn't any available money in the governor's budget to pay for it, Lapointe said. He noted that the state faces a budget shortfall because corporate income tax revenue failed to meet projections. The General Fund revenue for the rest of this fiscal year, which ends June 30, is almost \$34 million less than expected.

One possible source of money,

he said, is the federal government. Gov. John Baldacci this week is reviewing a letter that asks U.S. Secretary of Commerce Carlos Gutierrez for a unspecified amount of federal aid.

Massachusetts Gov. Deval Patrick nearly two weeks ago asked Gutierrez to designate a "fisheries resource disaster," the first step in obtaining financial relief for Bay State fishermen. Patrick said federal rules imposed last year cost the Massachusetts fishing industry \$22 million in revenue.

Massachusetts also plans to spend \$12.6 million to buy and lease permits of Gloucester fishermen. The money comes from a fund that energy companies pay into to offset the effect of their offshore liquefied natural gas ports.

In addition, the Massachusetts Legislature is considering a bond of up to \$20 million to provide grants or low-interest loans to fishermen to help them absorb the cost of government-required safety equipment and training.

Staff writer Tom Bell can be reached at 791-6369 or at

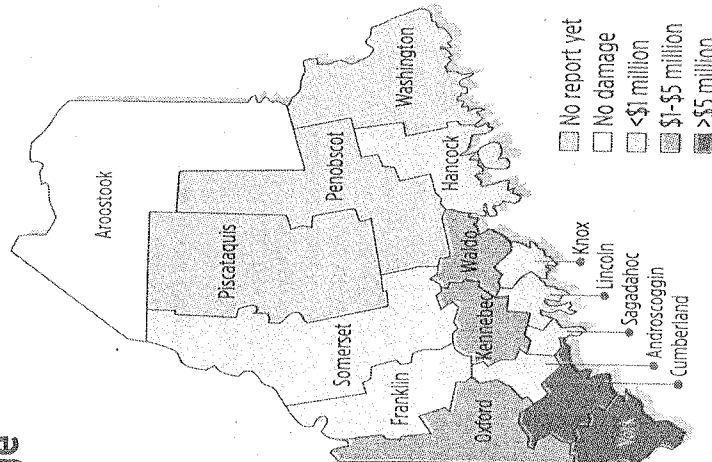
tbell@pressherald.com

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Storm damage 'tremendous'

Storm damage to date

County	Damage
Androscoggin	\$943,000
Aroostook	No damage
Cumberland	\$10.2 million
Franklin	\$128,000
Hancock	\$764,000
Kennebec	\$1.69 million
Knox	\$613,000
Lincoln	\$250,000
Oxford	\$2.5 million
Penobscot	no report yet
Piscataquis	no report yet
Sagadahoc	\$513,000
Somerset	\$245,000
Waldo	\$1.15 million
Washington	no report yet
York	\$18 million
TOTAL	\$37 million



Sources: Maine Emergency Management Agency, staff research. Figures include only public property damaged by the storm. STAFF GRAPHIC | JEFF WOODBURY

The FEMA director visits the state amid more damage reports, including the causeway to Mackworth Island.

PPH 4-21-03

By KEVIN WACK
Staff Writer

The financial toll of a hurricane-force storm that blew through Maine earlier this week continues to creep upward, with the estimated damage to public property alone reaching \$37 million on Friday.

More than three-quarters of the damage is in Cumberland and York counties, but officials cautioned that damage estimates for at least two coastal counties remain incomplete. No statewide figures are available yet for private property damage.

Also Friday, about 2,200 homes and businesses, mostly in the midcoast region, went without electricity for the fifth consecutive day. Central Maine Power Co. said it hopes to finish repair work today.

While state officials waited for a response to their request for a federal disaster declaration, they were paid a visit by Federal Emergency Management Agency Administrator R. David Paulison.

Paulison met in Portland with Gov. John Baldacci and Sens. Olympia Snowe and Susan Collins before touring the Camp Ellis

HARDWARE STORES, CONTRACTORS SEE SURGE

D6 BUOYS TOOK A BEATING

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section of Saco, where beachfront homes suffered serious structural damage.

Paulison said he hopes FEMA's preliminary damage assessments in Maine will be finished by this afternoon. He plans to take the agency's findings to President Bush, who will make a decision on whether to declare 13 Maine counties a disaster area. A disaster declaration would trigger eligibility for federal loan assistance, and would prompt FEMA and the Small Business Administration to set up a disaster recovery center in Maine.

Coincidentally, FEMA announced late Friday that federal disaster aid has been made available for damage caused by the storm of March 16-18. The declaration provides money for flooding damage in Hancock, Knox, Lincoln and Waldo counties.

The extent of damage from this week's

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storm became clearer Friday during a second straight day of sunny skies.

In Portland, the storm undermined waterfront piers and sea walls and trails around Back Cove, said Fire Chief Fred LaMontagne.

Some of the most severe damage occurred on the islands of Casco Bay, where shoreland was eroded and thousands of trees were lost.

"The impact? It's been tremendous," LaMontagne said.

In Falmouth, state conservation officials said the hiking trail on Mackworth Island has been closed indefinitely because of damage from heavy rain and winds that reached the speeds of a Category 1 hurricane.

There also were shutdowns on the causeway that connects the island to the mainland. Access to the island, which is home to the Maine Educational Center for the Deaf and Hard of Hearing, is being restricted.

"The blowdowns have obliterated the trail in some places," Mackworth Island manager Mickey Rogers said in a prepared statement.

Miles inland, several roads were washed out in the town of Casco, said local Emergency Management Director Irene Morton. She said Cooks Mills Road may be home to the town's biggest storm-produced hole.

"You could put a tractor-trailer right in it," Morton said.

Throughout Cumberland County, the estimated damage to roads, bridges and other public property exceeds \$10 million, and the estimated private losses are more than \$9 million.

In York County, the storm's consequences appear to be even more severe, with an estimated \$18 million in damage to public property. Much of the attention has been focused on the coastal communities of Saco and Kennebunk. But several roads in the western part of the county have also been damaged, said Rick Davis, assistant director of the York County Emergency Management Agency.

In coastal Lincoln County, which suffered widespread damage, only one community has reported estimated costs to the state. And county EMA director Tim Pellerin said it may be weeks or months before the full extent of the damage is determined, because many of the region's homes are only used seasonally.

"We're not going to know until people show up in the first week of June and say, 'Where's my dock?'" he said.

By early Friday evening, Central Maine Power reported it had whittled the number of outages to about 2,200, down from 11,000 on Thursday and 127,000 earlier in the week. Outages were expected to continue until today in parts of Boothbay, Georgetown, Harpswell, Nobleboro, Phipps-

burg and Southport, CMP said. About 2,100 cable TV, Internet and digital phone subscribers also remained without service Friday, said Peter DeWitt, a spokesman for Time Warner Cable of Maine.

He said the cable company has been facing challenges similar to the power company, including difficulties in gaining access to damaged areas.

Earlier in the day, state officials announced emergency loan programs for people whose property was damaged. The loan programs will take effect if a federal disaster is declared.

The Maine State Housing Authority said it plans to lend residents of the affected counties up to \$15,000 for home repairs and \$303,000 for home replacement. To learn more, people can call the housing authority at 626-4600.

The Finance Authority of

Maine buoys damaged in storm

From staff reports

Monday's intense nor'easter damaged more than two dozen buoys between New York and Maine, prompting a warning from the U.S. Coast Guard urging mariners to use extreme caution while repairs are made.

Repairs could continue for more than a month, said Luke Pinneo, petty officer with the Coast Guard. Pinneo said the length and intensity of the storm combined to cause unusually severe damage, including broken chains and lights. Some buoys washed

up on shore. The most heavily damaged area was the coast of Maine, he said.

"It's not the type of thing that would warrant advising people to stay off the water," Pinneo said, "but we urge people to take notice that there is compromised infrastructure."

An initial assessment indicated that no main shipping channels would be grossly affected, according to a Coast Guard press release.

Anyone with knowledge of damaged or displaced aids to navigation should call (617) 223-8555.

call (800) 228-3734.

Staff Writer Kevin Wack can be contacted at 791-6365 or at:

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Maine said it plans to reduce its interest rate to 2 percent on one-year business loans of \$75,000 or less. For more information, business owners can

2/2

Volunteers, sun shine on day of storm cleanup

MSJ 4.22.07

The weather cooperates with recovery efforts, but some hard-hit areas still need plenty of attention.

By ANNE GLEASON
Staff Writer

Saturday's 70-degree weather provided one of the first opportunities for residents and business owners across the area to clean up after the strong nor'easter earlier in the week.

The Patriot's Day storm caused severe flooding, widespread power outages and public-property damage initially estimated at more than \$37 million.

By Saturday afternoon, Central Maine Power Co. had restored power to all but about 150 year-round customers in the midcoast region, said Gail Rice, spokeswoman for the utility company. At the peak of the outages, about 127,000 customers were without electricity.

Kennebunk residents Charlie and Bridget Nickerson, who live near Lower Village, were among many homeowners who spent a sunny Saturday cleaning branches from their yards. The two amassed a large pile of twigs and limbs near the road for the city to collect, but one large tree branch is still on their roof from an April snowstorm.

"We got kind of beat on once (during the first storm), and then this storm came and beat on us again," Charlie Nickerson said.

Teams of Red Cross volunteers from across the country were on hand to assist with cleanup efforts Saturday, traveling down the coast from Scarborough to Kennebunk.

The teams plan to visit other areas over the next few days.

In Camp Ellis, part of Saco, volunteers George Booth and Bill Knapp had water, snacks

Please see **STORM**, Page B2

and some Federal Emergency Management Agency representatives gathered to survey damage at Camp Ellis.

"It's not a quick fix," said Steven Boucouvalas, emergency management director for Saco. "It's all emergency measures right now."

Saco used an excavator to restack stones on the beach Saturday to provide temporary protection while substantial repairs are made.

Boucouvalas estimated that damage to city infrastructure,

which includes the destruction of Surf Street, will total several million dollars. He estimated private-property damage also will be in the millions of dollars.

Five Ferry Beach homes have been condemned until repairs can be made, and two will be demolished in the next week.

Last week, the U.S. House passed legislation authorizing a \$26.9 million Army Corps of Engineers restoration project that could include adding a spur jetty and breakwaters to protect the Saco shoreline from erosion.

Allen said he is fairly confident that the project can get authorization and funds appropriated before the end of the year.

The massive damage at Ferry Beach underscores the project's importance, he said.

"We've always been aware that we could have a big storm before the project was completed," Allen said. "Unfortunately, we did."

A large portion of the seawall at the beach in Kennebunk was destroyed, and a few blocks of

the road are not passable.

Elsa Van Bergen, who owns a summer home near Gooch's Beach and lives in Scarborough, volunteered at an Earth Day cleanup at Scarborough Marsh on Saturday, saying there was little she could do for the beach.

It "is just gone," she said. "It's heartbreaking to see it like that."

Staff Writer Anne Gleason can be contacted at 282-8229 or at:
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STORM

Continued from Page B1

and shovels on hand for anyone needing assistance.

Some harder-hit areas, including Camp Ellis, Kennebunk Beach and Gooch's Beach in Kennebunk, are still in recovery mode.

On Saturday morning, U.S. Rep. Tom Allen, U.S. Army Corps of Engineers Col. Curtis Thalken, several Saco officials



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Tom Allen



1. APR 23 2007 6:30AM CT

American Morning
CNN-CABLE, NATIONAL

[**06:45:50 AM**] MODERATE VOICE SAYING THIS IS FROM THE MIDDLE, A PERSPECTIVE HERE THAT THIS WAS REALLY JUST A TRAGEDY INTO SOMETHING THAT WAS POLITICAL. NEWT MAYBE NOT GARNERING NOT MUCH SUPPORT. THE SENATE HOMELAND SECURITY AND GOVERNMENTAL AFFAIRS COMMITTEE IS HOLDING A HEARING ON THIS LATER ON TODAY AND LATER ON WE'LL TALK WITH SENATOR SUSAN COLLINS WHO IS THE RANKING REPUBLICAN ON THAT ABOUT GINGRICH'S COMMENTS ON THAT. THANK YOU VERY MUCH, APPRECIATE IT.



2. APR 23 2007 6:00AM ET

NEWS 8 THIS MORNING
WMTW-ABC, PORTLAND-AUBURN, ME

[**06:01:55 AM**] THE BLUE ANGELS ARE SUPPOSED TO PERFORM IN SEPTEMBER AT THE BRUNSWICK NAVAL AIR-STATION. A SPOKESMAN FOR THE BASE SAYS THAT SHOW WILL GO ON AS SCHEDULED. MAINE CONGRESSMAN TOM ALLEN IS ONE OF MANY DEMOCRATS WHO WANT TO GET U- S TROOPS OUT OF IRAQ. BUT FOR A GROUP OF PEACE PROTESTORS THAT'S NOT ENOUGH. "PEACE ACTION MAINE, "MAINE VETERANS FOR PEACE, AND THE "MID-COAST IRAQ OCCUPATION AFFINITY GROUP" ARE PLANNING A RALLY OUTSIDE CONGRESSMAN ALLEN'S PORTLAND OFFICE THIS AFTERNOON. THEY WANT ALLEN TO VOTE AGAINST FUNDING THE WAR. THIS ISN'T THE FIRST TIME PROTESTERS HAVE TARGETED ALLEN.



3. APR 23 2007 5:30AM ET

NEWS 8 THIS MORNING
WMTW-ABC, PORTLAND-AUBURN, ME

[**05:32:29 AM**] "VERY OFTEN WE ALL CHOOSE TO BE BY- STANDERS IN THE DACE OF TRAGEDIES AND ATROCITIES, AND THE TIME HAS COME THAT WE BE THE VOICE OF THE VOICE- LESS AND DEFEND THOSE WHO ARE TOO WEAK TO DEFEND THEMSELVES. TONIGHT'S VIGIL WAS ONE OF MORE THAN 230 BEING HELD ACROSS THE COUNTRY LAST WEEK. MAINE'S CONGRESSMAN TOM ALLEN SAYS HE WANTS TO BRING THE TROOPS HOME FROM IRAQ, BUT THAT'S APPARENTLY NOT GOOD ENOUGH FOR A GROUP OF PEACE PROTESTERS. A RALLY IS PLANNED FOR OUTSIDE THE CONGRESSMAN'S OFFICE IN PORTLAND THIS AFTERNOON. THE PROTESTERS PLAN TO HAND OUT LEAFLETS AND WAVE SIGNS URGING ALLEN TO VOTE AGAINST* FUNDING THE WAR. THIS ISN'T THE FIRST TIME WAR PROTESTERS HAVE FIRST TIME WAR PROTESTERS HAVE TARGETED TOM ALLEN. BACK IN FEBRUARY, 13 PEOPLE WERE ARRESTED WHEN THEY REFUSED TO LEAVE HIS OFFICE UNLESS HE CHANGED HIS MIND ABOUT HIS VOTE ON WAR FUNDING. CLASSES RESUME TODAY AT VIRGINIA TECH A WEEK AFTER STUDENT SEUNG-HUI CHO KILLED 32 PEOPLE THEN HE TURNED THE GUN ON HIMSELF.



4. APR 23 2007 5:00AM ET

NEWS 8 THIS MORNING
WMTW-ABC, PORTLAND-AUBURN, ME

[**05:01:34 AM**] "VERY OFTEN WE ALL CHOOSE TO BE BY- STANDERS IN THE DACE OF TRAGEDIES AND ATROCITIES, AND THE TIME HAS COME THAT WE BE THE VOICE OF THE VOICE- LESS AND DEFEND THOSE WHO ARE TOO WEAK TO DEFEND THEMSELVES. LAST NIGHT'S VIGIL WAS ONE OF MORE THAN "230" BEING HELD ACROSS THE COUNTRY. MAINE'S CONGRESSMAN TOM ALLEN SAYS HE WANTS TO BRING THE TROOPS HOME FROM IRAQ, BUT THAT'S NOT GOOD ENOUGH FOR A GROUP OF PEACE PROTESTERS. A RALLY IS PLANNED FOR OUTSIDE THE CONGRESSMAN'S OFFICE IN PORTLAND THIS AFTERNOON AMONG THE GROUPS SPEARHEADING THE PROTEST IS "MAINE VETERANS FOR PEACE" MEMBERS PLAN TO HAND OUT LEAFLETS AND WAVE SIGNS URGING ALLEN TO VOTE AGAINST* FUNDING THE WAR. THIS ISN'T THE FIRST TIME WAR PROTESTERS HAVE TARGETED TOM ALLEN. BACK IN FEBRUARY, 13 PEOPLE WERE ARRESTED WHEN THEY REFUSED TO LEAVE HIS OFFICE UNLESS HE CHANGED HIS MIND ABOUT HIS VOTE ON WAR FUNDING. A MAINE COUPLE IS RECOVERING THIS MORNING AFTER A SHORT PLANE RIDE FROM MASSACHUSETTS TURNED DANGEROUS.



5. APR 22 2007 11:00AM CT

Late Edition w/ Wolf Blitzer
CNN-CABLE, NATIONAL

[**11:00:02 AM**] WE'RE ALSO OBJECTS LUTELY COMMITTED TO MAKING SURE THE TROOPS HAVE THE ARMOR AND THE EQUIPMENT THAT THEY NEED. I BELIEVE THAT NOT ONLY IS THE COUNTRY MOVING IN OUR DIRECTION, BUT YOU'RE SEEING REPUBLICANS EVERY DAY MOVE OUR DIRECTION. FOR EXAMPLE, OLYMPIA SNOWE JUST IN THE LAST COUPLE OF DAYS HAS INDICATED SHE IS GOING TO STAKE OUT A NEW APPROACH TO ENSURE ACCOUNTABILITY. SHE'S TALKING ABOUT BENCHMARKS AND TIME LINES. THAT'S WHAT THE COUNTRY WANTS.



6. APR 22 2007 12:00PM ET

NEWSCENTER AT NOON
WCSH-NBC, PORTLAND-AUBURN, ME

[**12:02:27 PM**] CLOSER. BEACH EROSION HAS BEEN HAPPENING FOR YEARS AT FERRY BEACH AND CAMP ELLIS IN SACO. YESTERDAY, ARMY CORPS DISTRICT ENGINEER COLONEL CURTIS THALKEN AND REPRESENTATIVE TOM ALLEN TOURED FERRY BEACH. IF THE BILL GETS SENATE APPROVAL AND FUNDING, THALKEN SAYS THE PROJECT COULD START WITHIN TWO YEARS. IT WOULD MODIFY THE JETTY THAT CAUSED THE EROSION.



7. APR 22 2007 11:00PM ET

NEWS 8 AT 11
WMTW-ABC, PORTLAND-AUBURN, ME

[**11:03:20 PM**] MILLENDER- MCDONALD WAS IN CHARGE OF THE COMMITTEE THAT OVERSEES FEDERAL ELECTION PROCEDURES. SHE HAD ONLY HELD THAT POSITION SINCE JANUARY, HELD THAT POSITION SINCE JANUARY, WHEN THE DEMOCRATS TOOK CONTROL OF CONGRESS. MAINE'S CONGRESSMAN TOM ALLEN SAYS HE WANTS TO BRING THE TROOPS HOME FROM IRAQ, BUT THAT'S NOT GOOD ENOUGH FOR A GROUP OF PEACE PROTESTERS. A RALLY OUTSIDE THE CONGRESSMAN'S PORTLAND OFFICE IS BEING SPONSORED BY "PEACE ACTION MAINE, "MAINE VETERANS FOR PEACE, AND THE VETERANS FOR PEACE, AND THE "MID-COAST IRAQ OCCUPATION AFFINITY GROUP. TOMORROW AFTERNOON, THEY PLAN TO HAND OUT LEAFLETS AND WAVE SIGNS URGING ALLEN TO VOTE AGAINST* FUNDING THE WAR. THIS ISN'T THE FIRST TIME WAR PROTESTERS HAVE TARGETED TOM ALLEN. BACK IN FEBRUARY, 13 PEOPLE WERE ARRESTED WHEN THEY REFUSED TO LEAVE HIS OFFICE UNLESS HE CHANGED HIS MIND ABOUT HIS VOTE ON WAR FUNDING. AND IRAQ ISN'T THE ONLY WAR GETTING ATTENTION IN PORTLAND.



8. APR 22 2007 6:00PM ET

NEWS 8 AT 6
WMTW-ABC, PORTLAND-AUBURN, ME

[**06:27:09 PM**] TONIGHT AT ELEVEN ON NEWS 8. CONGRESSMAN TOM ALLEN HAS BEEN AN OUTSPOKEN CRITIC OF THE WAR IN IRAQ. DESPITE THAT, FIND OUT WHY PEACE PROTESTORS STILL* PLAN ON PICKETING HIS OFFICE. AND IRAQ ISN'T THE ONLY WAR GETTING ATTENTION IN PORTLAND.



9. APR 22 2007 12:00PM ET

NEWSCENTER2 NOON
WLBZ-NBC, BANGOR, ME

[**12:03:00 PM**] CLOSER. BEACH EROSION HAS BEEN HAPPENING FOR YEARS AT FERRY BEACH AND CAMP ELLIS IN SACO. YESTERDAY, ARMY CORPS DISTRICT ENGINEER COLONEL CURTIS THALKEN AND REPRESENTATIVE TOM ALLEN TOURED FERRY BEACH. IF THE BILL GETS SENATE APPROVAL AND FUNDING, THALKEN SAYS THE PROJECT COULD START WITHIN TWO YEARS. IT WOULD MODIFY THE JETTY THAT CAUSED THE EROSION.



10. APR 21 2007 12:00AM CT

CNN Saturday Night
CNN-CABLE, NATIONAL

[**11:00:07 AM**] WE'RE ALSO OBJECTS LUTELY COMMITTED TO MAKING SURE THE TROOPS HAVE THE ARMOR AND THE EQUIPMENT THAT THEY NEED. I BELIEVE THAT NOT ONLY IS THE COUNTRY MOVING IN OUR DIRECTION, BUT YOU'RE SEEING REPUBLICANS EVERY DAY MOVE OUR DIRECTION. FOR EXAMPLE, OLYMPIA SNOWE JUST IN THE LAST COUPLE OF DAYS HAS INDICATED SHE IS GOING TO STAKE OUT A NEW APPROACH TO ENSURE ACCOUNTABILITY. SHE'S TALKING ABOUT BENCHMARKS AND TIME LINES. THAT'S WHAT THE COUNTRY WANTS.

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Tom Allen



1. APR 22 2007 7:00AM ET

NEWSCENTER MORNING REPORT

WCSH-NBC, PORTLAND-AUBURN, ME

[**07:02:33 AM**] THE FEDERAL GOVERNMENT IS CLOSER THAN EVER TO APPROVING THE PROJECT THAT COULD HELP REDUCE BEACH EROSION THERE. THERE. ARMY CORPS DISTRICT ENGINEER COLONEL CURTIS THALKEN TOURED FERRY BEACH ALONG WITH CONGRESSMAN TOM ALLEN YESTERDAY. THALKEN SAYS IF ALL GOES WELL THE ARMY CORPS COULD START WORK WITHIN 2 YEARS ON A PROJECT TO MODIFY THE JETTY THAT HAS CAUSED THE EROSION



2. APR 22 2007 7:00AM ET

CENTER2 MORNING REPORT

WLBZ-NBC, BANGOR, ME

[**07:03:05 AM**] THE FEDERAL GOVERNMENT IS CLOSER THAN EVER TO APPROVING THE PROJECT THAT COULD HELP REDUCE BEACH EROSION THERE. THERE. ARMY CORPS DISTRICT ENGINEER COLONEL CURTIS THALKEN TOURED FERRY BEACH ALONG WITH CONGRESSMAN TOM ALLEN YESTERDAY. THALKEN SAYS IF ALL GOES WELL THE ARMY CORPS COULD START WORK WITHIN 2 YEARS ON A PROJECT TO MODIFY THE JETTY THAT HAS CAUSED THE EROSION



3. APR 21 2007 11:00PM ET

NEWSCENTER AT 11

WCSH-NBC, PORTLAND-AUBURN, ME

[**10:59:29 PM**] THE FEDERAL GOVERNMENT IS CLOSER THAN EVER TO APPROVING THE PROJECT THAT COULD HELP REDUCE BEACH EROSION THERE. THERE. ARMY CORPS DISTRICT ENGINEER COLONEL CURTIS THALKEN TOURED FERRY BEACH ALONG WITH CONGRESSMAN TOM ALLEN THIS MORNING. HE SAYS IF ALL GOES WELL THE ARMY CORPS COULD START WORK WITHIN 2 YEARS ON A PROJECT TO MODIFY THE JETTY THAT HAS CAUSED THE EROSION



4. APR 21 2007 6:00PM ET

NEWSCENTER AT 6

WCSH-NBC, PORTLAND-AUBURN, ME

[**06:06:03 PM**] THANK YOU FOR JOINING US. THE ARMY CORPS' NEW ENGLAND DISTRICT ENGINEER VISITED FERRY BEACH THIS MORNING ALONG WITH CONGRESSMAN TOM ALLEN. BOTH ARE OPTIMISTIC THAT CONGRESS SOON WILL FUND A PROJECT TO REDUCE BEACH EROSION AT FERRY BEACH AND CAMP ELLIS. NEWS CENTER'S CAROLINE CORNISH HAS MORE. ... BUT CONGRESSMAN TOM ALLEN SAYS HOMEOWNERS ALONG FERRY BEACH AND CAMP ELLIS HAVE EVERY REASON TO BE OPTIMISTIC THAT WORK ON THE YEARS. THIS IS THE FIRST TIME THAT THE HOUSE HAS PASSED ENOUGH MONEY TO FIX THE JETTY AND PUT A COUPLE OF BREAKERS OUT THERE. THAT'S NEVER HAPPENED BEFORE.



5. APR 21 2007 6:00PM ET

NEWS 8 AT 6

WMTW-ABC, PORTLAND-AUBURN, ME

[**06:00:02 PM**] ONE OF THE HARDEST HIT AREAS IS CAMP ELLIS. TODAY, A REPRESENTATIVE WITH THE ARMY CORPS OF ENGINEERS-ALONG WITH CONGRESSMAN TOM ALLEN- SURVEYED THE DAMAGE. THE STORM DESTROYED SEVERAL OCEAN-FRONT HOMES, WASHED-OUT ROADS AND CAUSED MAJOR DAMAGE.



6. APR 21 2007 10:00PM ET

NEWSCENTER AT 10

WPXT-WB, PORTLAND-AUBURN, ME

[**10:01:30 PM**] AFTER YEARS OF MEETINGS AND STUDIES, CHANGE MAY FINALLY BE COMING TO THE JETTY IN SACO. THE ARMY CORPS' DISTRICT ENGINEER VISITED FERRY BEACH THIS MORNING ALONG WITH CONGRESSMAN TOM ALLEN. BOTH ARE OPTIMISTIC THAT CONGRESS SOON WILL FUND A PROJECT TO REDUCE BEACH EROSION AT FERRY BEACH AND CAMP ELLIS. NEWS CENTER'S CAROLINE CORNISH REPORTS. ... BUT CONGRESSMAN TOM ALLEN SAYS HOMEOWNERS ALONG FERRY BEACH AND CAMP ELLIS HAVE EVERY REASON TO BE OPTIMISTIC THAT WORK ON THE YEARS. THIS IS THE FIRST TIME THAT THE HOUSE HAS PASSED ENOUGH MONEY TO FIX THE JETTY AND PUT A COUPLE OF BREAKERS OUT THERE. THAT'S NEVER HAPPENED BEFORE.



7. APR 21 2007 11:00PM ET

NEWSCENTER2 AT11

WLBZ-NBC, BANGOR, ME

[**11:00:01 PM**] THE FEDERAL GOVERNMENT IS CLOSER THAN EVER TO APPROVING THE PROJECT THAT COULD HELP

REDUCE BEACH EROSION THERE. THERE. ARMY CORPS DISTRICT ENGINEER COLONEL CURTIS THALKEN TOURED FERRY BEACH ALONG WITH CONGRESSMAN TOM ALLEN THIS MORNING. HE SAYS IF ALL GOES WELL THE ARMY CORPS COULD START WORK WITHIN 2 YEARS ON A PROJECT TO MODIFY THE JETTY THAT HAS CAUSED THE EROSION



8. APR 21 2007 6:00PM ET

NEWSCENTER2 AT6

WLBZ-NBC, BANGOR, ME

[**06:06:48 PM**] THANK YOU FOR JOINING US. THE ARMY CORPS' NEW ENGLAND DISTRICT ENGINEER VISITED FERRY BEACH THIS MORNING ALONG WITH CONGRESSMAN TOM ALLEN. BOTH ARE OPTIMISTIC THAT CONGRESS SOON WILL FUND A PROJECT TO REDUCE BEACH EROSION AT FERRY BEACH AND CAMP ELLIS. NEWS CENTER'S CAROLINE CORNISH HAS MORE. ... BUT CONGRESSMAN TOM ALLEN SAYS HOMEOWNERS ALONG FERRY BEACH AND CAMP ELLIS HAVE EVERY REASON TO BE OPTIMISTIC THAT WORK ON THE YEARS. THIS IS THE FIRST TIME THAT THE HOUSE HAS PASSED ENOUGH MONEY TO FIX THE JETTY AND PUT A COUPLE OF BREAKERS OUT THERE. THAT'S NEVER HAPPENED BEFORE.

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Tom Allen



1. APR 20 2007 7:00PM ET

RICHARD FRENCH LIVE
WRNN, NEW YORK, NY

[**07:16:55 PM**] ALSO TODAY: IT'S BEEN A WIDELY REPORTED STORY THAT THE DEMOCRATS SEEM LOST WHEN IT COMES TO A COHERENT MESSAGE ON IRAQ, BUT THE LOS ANGELES TIMES IS REPORTING: MORE CRACKS ON THE G-O-P SIDE. THE PAPER SAYS: A THIRD REPUBLICAN SENATOR HAS EXPRESSED SUPPORT FOR PULLING TROOPS OUT OF IRAQ. MAINE'S **OLYMPIA SNOWE** IS SPONSORING A BILL TO REQUIRE WITHDRAWAL WITHIN 120 DAYS UNLESS THE IRAQI GOVERNMENT MEETS CERTAIN BENCHMARKS. COMING UP, THE ATTORNEY GENERAL MAY HAVE FELT LIKE A DEFENDANT ON THE WITNESS STAND FACING HARSH QUESTIONS FROM SENATORS OF BOTH PARTIES ON CAPITOL HILL YESTERDAY DETAILS NEXT.



2. APR 20 2007 10:00PM ET

NewsAtTen
NECN-IND, NEW ENGLAND

[**10:09:24 PM**] MANAGEMENT AGENCY HEADED TO MAINE TODAY FOR AN EYE- OPENING LOOK AT THE HEAVY DAMAGE CAUSED BY THIS WEEK'S COASTAL STORM. DAVID PAULISON JOINED SENATORS **OLYMPIA SNOWE** AND **SUSAN COLLINS** ON VISITS TO PORTLAND AND YORK COUNTY. DAMAGE TO ROADS AND BRIDGES IS ESTIMATED AT MORE THAN 20-MILLION DOLLARS, AND THAT'S NOT COUNTING PRIVATE PROPERTY. MAINE'S TWO U-S SENATORS



3. APR 20 2007 9:00PM ET

NewsAtNine
NECN-IND, NEW ENGLAND

[**09:09:24 PM**] MANAGEMENT AGENCY HEADED TO MAINE TODAY FOR AN EYE- OPENING LOOK AT THE HEAVY DAMAGE CAUSED BY THIS WEEK'S COASTAL STORM. DAVID PAULISON JOINED SENATORS **OLYMPIA SNOWE** AND **SUSAN COLLINS** ON VISITS TO PORTLAND AND YORK COUNTY. DAMAGE TO ROADS AND BRIDGES IS ESTIMATED AT MORE THAN 20-MILLION DOLLARS, AND THAT'S NOT COUNTING PRIVATE PROPERTY. MAINE'S TWO U-S SENATORS



4. APR 20 2007 6:00PM ET

NEWS 13 AT 6
WGME-CBS, PORTLAND-AUBURN, ME

[**05:58:02 PM**] DAMAGE ASSESSMENTS ARE STILL COMING IN, BUT ALREADY, STORM RELATED DAMAGE HERE ON THE COAST AND THE SOUTHERN PART OF THE STATE IS EXPECTED TO RUN WELL OVER 30-MILLION DOLLARS. FEMA DIRECTOR R. DAVID PAULISON TELLING NEWS 13 THERE IS LITTLE DOUBT FEDERAL AID WILL SOON BE ON THE WAY. WALKING THROUGH THE RUBBLE THAT IS CAMP ELLIS, SENATOR **SUSAN COLLINS** SAYS SHE FINDS IT TO BE ALL TOO FAMILIAR. FAMILIAR. "IT IS EXTRAORDINARY IT REMINDS ME OF PARTS OF MISSISSIPPI AND LOUISIANA THAT I VISITED IN THE WAKE OF HURRICANE KATRINA. ... "COLLINS, ALONG WITH SENATOR **OLYMPIA SNOWE** AND GOVERNOR BALDACCIO ESCORTED NATIONAL FEMA DIRECTOR, R. DAVID PAULISON THROUGH SOME OF THE HARDEST HIT AREAS OF MAINE. "I CAN TELL YOU THE DAMAGE IS FAR.



5. APR 20 2007 5:00PM ET

NEWS 13 AT 5
WGME-CBS, PORTLAND-AUBURN, ME

[**04:59:58 PM**] AND THE INVESTIGATION INTO THE VIRGINIA TECH SHOOTING. BUT FIRST. THE NATIONAL DIRECTOR OF FEMA, AS WELL AS MAINE SENATORS **OLYMPIA SNOWE** AND **SUSAN COLLINS** CERTAINLY GOT AN EYEFUL TODAY. TODAY. THE GROUP GETTING A LOOK AT SOME OF THE MOST HEAVILY DAMAGED PARTS OF THE STATE. ... THE NATIONAL DIRECTOR OF FEMA, AS WELL AS MAINE SENATORS **OLYMPIA SNOWE** AND **SUSAN COLLINS** CERTAINLY GOT AN EYEFUL TODAY. TODAY. THE GROUP GETTING A LOOK AT SOME OF THE MOST HEAVILY DAMAGED PARTS OF THE STATE.



6. APR 20 2007 11:00PM ET

NEWS 8 AT 11
WMTW-ABC, PORTLAND-AUBURN, ME

[**11:02:00 PM**] THE CONTINUING STRUGGLE WITH THE DAMAGE FROM THE PATRIOTS' DAY NOR'EASTER. A STRUGGLE THAT'S NOW EXTENDING ALL THE WAY TO WASHINGTON D-C SENATORS **SUSAN COLLINS** AND **OLYMPIA SNOWE** WERE JOINED BY FEMA DIRECTOR DAVID PAULISON TODAY AS THEY SURVEYED THE DAMAGE AT FERRY BEACH IN SACO. THE SENATORS ARE HOPING HE'LL LOBBY THE WHITE HOUSE ON MAINE'S BEHALF. IN ORDER TO GET FEDERAL AID MONEY, PRESIDENT BUSH NEEDS TO DECLARE THE STATE A DISASTER AREA.



7. APR 20 2007 12:00PM ET

NEWS 8 AT NOON

WMTW-ABC, PORTLAND-AUBURN, ME

[**11:59:30 AM**] I'M NORM KARKOS. AND I'M TRACY SABOL. SENATORS SUSAN COLLINS, OLYMPIA SNOWE AND MEMBERS OF FEMA ARE TOURING THE AREAS HIT HARD BY THE PATRIOTS DAY NOR'EASTER. NEWS 8'S DANIELLE STRAUSS JOINS US NOW LIVE FROM FERRY BEACH WITH THE LATEST ON THE SPRING FLOODING.



8. APR 20 2007 6:00PM ET

NEWS 6PM

WABI-CBS, BANGOR, ME

[**05:59:56 PM**] MEMBERS OF STATE AND FEDERAL GOVERNMENT TOURED SOME OF THE HARDEST HIT AREAS IN THE STATE. INCLUDING FERRY BEACH IN SACO. GOVERNOR BALDACCI, SENATOR COLLINS, SENATOR SNOWE, AND FEMA DIRECTOR DAVID PAULISON MET WITH RESIDENTS AND SPOKE WITH LOCAL LAWMAKERS IN HOPES OF SECURING FEDERAL DISASTER AID TO HELP WITH RECOVERY EFFORTS ACROSS THE STATE. TODAY. THE TOUR GROUP WAS TAKEN ABACK BY ALL THE DAMAGE.



9. APR 20 2007 5:00PM ET

NEWS 5PM

WABI-CBS, BANGOR, ME

[**04:58:01 PM**] AND THAT NUMBER IS ONLY EXPECTED TO GROW. TODAY, MEMBERS OF STATE AND FEDERAL GOVERNMENT TOURED SOME OF THE HARDEST HIT AREAS IN THE STATE, INCLUDING FERRY BEACH IN SACO. GOVERNOR BALDACCI, SENATOR COLLINS, SENATOR SNOWE, AND FEMA DIRECTOR DAVID PAULISON MET WITH NEIGHBORS AND LOCAL LAWMAKERS. THEY'RE TRYING TO SECURING FEDERAL DISASTER AID TO HELP WITH RECOVERY EFFORTS ACROSS THE STATE. TODAY, THE TOUR GROUP WAS TAKEN ABACK BY ALL THE DAMAGE, BUT ALSO COMMENDED LOCAL, COUNTY, STATE AND FEDERAL TEAMS FOR WORKING TOGETHER.



10. APR 20 2007 6:00PM ET

NEWS 6PM

WWII-ABC, BANGOR, ME

[**06:04:52 PM**] AND THAT'S JUST A PRELIMINARY ESTIMATE. TODAY, THE HEAD OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY, DAVID PAULISON, CAME TO MAINE. HE ALONG WITH SENATORS SUSAN COLLINS AND OLYMPIA SNOWE, TOURED SOME OF THE AREAS HARDEST HIT BY THE STORM. THE PURPOSE OF THIS TOUR WAS TO GIVE FEDERAL OFFICIALS A BETTER UNDERSTANDING OF WHAT THE GOVERNMENT CAN DO TO HELP MAINE RECOVER. THE STORM ALSO KNOCKED OUT AND DAMAGED MANY NAVIGATIONAL BUOYS.



11. APR 19 2007 6:30PM ET

NE Business Day

NECN-IND, NEW ENGLAND

[**06:46:00**] NIGHTLY ENERGY REPORT. STUDY ON IRAQ'S OIL WEALTH, HIS, ENERGY ANALYSIS FIRM. FEDERAL FLOOD INSURANCE PROGRAMS FAIL TO ANTICIPATE WORSE STORMS FROM GLOBAL WARMING, INCREASED COSTS TO CONSUMERS. ... I SENATOR SUSAN COLLINS.

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